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CHINESE PRESS SCORES INEFFICIENT RAILWAY TRANSPORTATION

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On 29 August, there appeared in the column "Abstract of Readers' Correspondence" a letter criticizing certain departments for inappropriate expenditures in regard to national transportation. The following are the replies of each unit concerned.

1. Reply of the Inspection Office, Cement Factory No 2, Industrial Construction Materials Administration, Ministry of Heavy Industry of the Central People's Government:

The readers criticism is justifiable. Our action in transporting 40 carloads of cement by rail was inadvisable since the distance was short and indirect. This was caused by the fact that we compromised greater concepts to comply with the demands of the buyer. During our negotiations with the Pen-ch'i Iron and Steel Company for the second-quarter cement sales-contract, that company wanted us to transport the material to its south station. We agreed, and signed (fearing aftereffects), and thus approved a change in the contract that made us responsible for the transportation; but we paid no attention to the fact that short hauls are an extravagant use of the railways. This certainly was a mistake. Having improved our knowledge of transportation, our factory has decided that it will never again sign short-haul contracts in which we are responsible for transportation. Furthermore, we have informed the Pen-ch'i Iron and Steel Company's Mining Office that after the September period, it will be their company's responsibility to load and transport material.

2. Reply of Bridge Construction Big-Crew No 1, Engineering Department, Harbin Railway Administration Bureau (the reader's letter referred to "Bridge Construction Crew No 1"):

Acting on the reader's criticism, we immediately called an investigation meeting. At the meeting it was disclosed that the dispatcher, Comrade Hsiu Feng, had only considered the question of quickly transporting the material from one area to another. Obviously, extravagance in national transportation was not considered since the material did not make a full load. Our crew leaders practiced individual thinking and did not pay enough attention to national gains. In addition to apologizing to the Ta-lien North Station, we guarantee not to tolerate practices which cause extravagance in the nation's transportation system.

3. Reply of the Harbin Lumber Factory, Ministry of Railways, Central People's Government:

The criticism of the reader, Wu Ching-hsin, concerning the confusion of our factory's expanded transportation plans is accurate. Because our factory agent, P'eng K'uei-lin, who was responsible for shipping the lumber, paid no attention to the arrangement of the 5-day consignment with the railway, he caused utter confusion in the railways transportation plans. There are still workers who mistakenly say, "No matter about a great number of plans; if they don't work, we won't be fined." This makes it clear that our education of the yard workers is incomplete and that the plans of the railway transportation system have not been sufficiently heeded.

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